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 25X1X	The following air activity and by tween 7 and 19 December 1953:	V .0			77
	13 December, an alert flight of runway and 18 MiG-15s or U-MiG- period there was little activity off duty and were permitted to	-15s in fronty at the fig go to town.	t of the hangars."	During the reporte	d ften
	15 Docember. Between 9 a.m. and was a 3/10 overcast and haze.	1.11 a.m., 3	Po-2s made indivi	dual flights. Ther	Э
•	16 December, At 12:50 p.m., a.s made individual flights.	went-back f	onter took off. I	n the afternoon, the	<b>i</b> plane
	17 December. Between 9:30 a.m. about 15 minutes duration. Ther p.m. and 6 p.m., Po-2s practice	re was a 3/10	overcast and lig	ht haze. Between 4	r :30
	18 December. No flying was obse	erved, there	was a light cloud	base and haze.	
	19 December. There was no air the runway; sand had been streading the aircraft of the alert	m on it. A t	otal of 22 MiG-15	s or U-MiG-15s, inc	i on clu- 25X
1X [	Between 14 and 19 December on I	Ly very few a	ir force soldiers	were seen in Neur	ınpin.
2.	The following air activity and 20 December:	aircraft wer	e observed at the	field between 11 a	and
	11 December. No flying was obselity of about 1 km at noon.	erved. There	was dense fog in	the morning and vis	sibi∞
	12 December. There was no air a of 6 to 8 km which decreased to	ctivity, The	re was a fog-like km after 8 a.m.	cloud base and vis	ibili†

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13 December. There was no flying. It was foggy and visibility was limited to about 1 km.

14 December. Between 8 a.m. and 3 p.m., Po-2s which took off and landed at the Bechlin training grounds, flew steep banked turns and and figures eight. There was a 4/10 overcast and ground haze. Between 3 p.m. and 4 p.m., 2 Yak-11s made a high-altitude flight.

15 December. Between 8:30 a.m. and 2 p.m., HiG-15s of U-MiG-15s practiced flying. There was a 2 to 5/10 overcast and ground fog. High-altitude flights made individually and in flight formations were observed. All the aircraft took off and landed individually probably because of the haze.

16 December, Batween 9:15 a.m. and noon, 3 swept-back jet fighters made incividual high-altitude flights of about 30 minutes duration. The weather was 9/10 overcast with light intermittent rain showers.

17 December. Between 8:35 a.m. and 2 p.m., MiG-15s or U-MiG-15s and 2 Yak-11s made about 6 high-altitude flights. There was a 7/10 to 8/10 overcast and light haze. After 5 p.m., Po-2s practiced night flying.

18 December, No flying was observed. The weather was cloudless but hazy and there was frost.

19 December. There was no air activity. There was fog, light drizzle rain and slippery ice.

20 December. Again there was no flying. About 2 p.m., 22 MiG-15s or U-MiG-15s and 4 Yak-lls were counted at the field.

- 3. Between 11 and 20 December, the alert flight was observed at its usual parking area at the eastern end of the runway. As source had repeatedly observed previously 6 additional MiG-15s each with a starter carriage under the left wing were parked near the hangers on 13 and 20 December.
- On 20 December, a newly constructed temporary building, about 12 meters long, 8 meters wide, without chimney and painted gray-green, was observed about 50 meters west of the small temporary building at the dispersal area of the dert flight at the eastern end of the runway.
- On 18 December, source learned from a craftsman, that, in mid-November, an officers' club for the air force officers stationed at the field had been established 25X1C

		stocker Allee just north of the intersection of the road to Altruppin.
25X1A 25X1C	1 <sub>c</sub>	Comment. Neuruppin airfield is occupied by a fighter regiment equipped with about 28 MiG-15s. In addition, Po-2s and Yak-lls are stationed there for basis training purposes.
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